

**Silver Spring
Transportation Management District
Advisory Committee
May 13, 2010**

Abbreviations Used Herein:

CBD = Central Business District
COG = Council of Governments
FAR = Floor Area Ratio
MPDU = Moderately Priced Dwelling Unit
SOV = Single Occupant Vehicle
TERM = Transportation Emissions Reduction Measure

Item 1, 2 – Introductions/Minutes Approval: Members and guests introduced themselves. Minutes were approved with minor changes.

Jim Carlson announced that the June 10th meeting would have to be rescheduled due to the “Sustainable Commuting Workshop,” scheduled for that morning in Rockville. **Mr. Carlson** asked Committee members to check their schedules for alternative meeting dates. The backup date will be circulated and decided by email – the most likely date is June 17th.

Item 3 – Chair’s Comments: **Samantha Mazo** introduced **Michael Eastwood**, Vice President of Home Properties Inc., who did a presentation about the Falkland Chase development project. **Ms. Mazo** said her law firm, Linowes and Blocher LLP., represents Home Properties.

Item 4 – Falkland Chase Development Presentation: **Mr. Eastwood** said the Falkland Chase development site is located at the intersection of 16th St. and East West Highway and consists of 450 garden apartments built in the late 1930s. In 2006 a project plan was submitted to redevelop the northeast quadrant of the property, which also has historic status. Due to the complications of simultaneously pursuing project redevelopment and historic status, redevelopment was put on hold while historic status was pursued. A final resolution was reached in March 2009, resulting in two thirds of the Falkland Chase site being granted historic status, with the approval to proceed with the development process of the north parcel.

Mr. Eastwood said that Silver Spring is an emerging downtown development area and that Falkland Chase was very near the Silver Spring Metro Station. There has been support for development of the north parcel since 1993, in the Silver Spring Central Business District (CBD) Sector Plan. The north parcel development supports high rise and mixed development usage. The western portion of Falkland Chase is not in the CBD.

In response to a question from **Tom Collins**, **Mr. Eastwood** said he thinks the reason why the north parcel is being developed as opposed to the quadrant is because of the economic, historic and artistic potential of that portion of the site; also the close proximity to Metro was taken into consideration.

Mr. Eastwood explained that the original project design plan from 2006 was scrapped because during the historic status process, while there was support for property development, there was not support for the plan as originally conceived. After the process seeking historic status was completed, **Mr. Eastwood's** team redesigned the development from scratch. Shalom Baranes Associates Architects, a DC firm, was selected to do the redevelopment design; and for landscaping, Nelson Byrd Woltz Landscape Architects from Charlottesville was selected.

Mr. Eastwood described the site, which is roughly the size of four city blocks. The development will have 1,200 residential apartments and 70,000 sq. ft. of retail area, with 50,000 to 55,000 sq. ft. dedicated to a full service grocer.

The designing principles of the site provide for:

- Heavy integration of the buildings and landscape
- A balance of public and private spaces
- Retail and residential synergy
- Contextual vs. Urban design
- Unique and exemplary design committed to sustainability

Streets were introduced into the project plans to divide the site into areas that could be developed in separate phases. The Home Properties team worked with a study model, analyzing how a streetscape design could affect the site based on the following factors:

- How to divide the site
- Where public and retail space should be located
- How to design in relation to existing buildings

There will be a private street running through the property, and a study is being conducted to determine if the street should provide public access to avoid traffic backups at the intersection of 16th Street and East West Highway.

In response to a question from **Sande Brecher**, **Mr. Eastwood** said that the County requirement for public outdoor space is 20 percent, which for the Falkland Chase site is 1½ acres.

A 15 foot wide shared use bikeway will run along East West Highway, with five feet dedicated to pedestrians and 10 feet for bikes.

The site design accommodates future Purple Line construction.

Ms. Mazo asked if the sidewalks will be widened to accommodate retail space. **Mr. Eastwood** said the plan is for retail space to be set back from the sidewalk to allow for café seating for restaurants. There will be a mix of public use and residential areas on the site consisting of lush gardens, mid- and high-rise apartments and townhouses. Parking will be rerouted around the parameter of the site, with an internal street providing for front doors for the residences and for pedestrian walkways. There is a 35 foot grade to the development that will provide underground parking and will allow for retaining the current ravine that runs through the property along with some trees.

The development team has been very active with storm water management, making sure the site has micro bio-retention, filtering storm water into the existing plant material by utilizing a system of cisterns. There will be a technical restoration of the stream located on the south parcel and a surrounding park area.

Mr. Eastwood said that assuming proximity to Metro, the parking requirements will be reduced.

A large percentage of the residential units will be spacious, providing adequate living space for families in the urban area. These large units will consist of three-bedroom apartments, and there will also be 25 town homes. Harris Teeter has been confirmed as an anchor retailer; other options include a restaurant and other service-oriented stores.

Mr. Eastwood said that all residential units are rentals. He added that 12½ percent of the housing will be available as Moderately Priced Dwelling Units (MPDUs), along with 50 additional workforce housing units. Home Properties is also dedicating 50 units on the property across the street.

A traffic plan has been submitted with the project plan, and the traffic mitigation requirements have been met.

Rukiyat Gilbert raised concerns about traffic flow in the development due to the lack of surface parking. **Mr. Eastwood** said the traffic study was complete and will be submitted along with their preliminary project plan on Monday, May 17th. Findings of the study showed much of the traffic coming off 16th Street, so an entrance was added to alleviate congestion. Also, a signal will be added at the entrance.

Additional concerns were raised regarding the southbound left turn on 16th Street. **Mr. Eastwood** said that the traffic study also revealed that a large number of the current left U-turns are due to the office building on 16th Street, and creating the left turn will do much to alleviate traffic congestion in the area. However, the proposed left turn construction is currently only in the planning stage.

Ms. Brecher asked if there was planning with the adjacent retailers (Kinko's & Rite Aid) regarding consolidation of parking surfaces. **Mr. Eastwood** said there is no interest from the other retailers due to their own lengthy planning process. A master plan was filed but rejected because it did not incorporate future Purple Line construction.

Ms. Brecher asked if there will be noise control built in to the project construction. **Mr. Eastwood** said that preliminary acoustic modeling was done as part of the project plan process which determined building placement. **Mr. Wexler** said that the property at 1200 East West Highway, also owned by Home Properties, is very quiet and he believes it will be sufficient for Falkland Chase development.

Mel Tull asked if the design uses all the density allowed for under the zoning codes. **Mr. Eastwood** said that zoning requirements call for 3.0 floor area ratio (FAR), and the project's

design meets the requirements. A 3.0 FAR means the site area can be built to three times the gross tract area (1.2 million sq. ft., and heights up to 143 ft.).

In response to **Ms. Brecher's** questions about the availability of car sharing and bicycle accommodations, **Mr. Eastwood** said that since construction will begin around 2013, planning is still in the beginning stages. However, Home Properties is committed to providing alternatives to the single occupant vehicle (SOV). **Ms. Brecher** said that car sharing, taxis, and biking can reduce parking requirements, allowing urban dwellers to eliminate car purchases.

Mr. Eastwood will send a copy of the traffic mitigation plan and traffic impact study to **Mr. Carlson**, who will then distribute to the rest of the Committee. The Committee will decide what should be contained in a letter submitted for the Public Hearing on the development project.

Item 5 – CountyStat-Pedestrian Parking Lot Collisions: **Mr. Carlson** circulated a follow-up document on parking lot pedestrian collisions, presented at the April meeting by **William Haynes**, MC Pedestrian Safety . The results were included in the minute packet.

Item 6 –Updates: **Mr. Carlson** reported that invitations to the “Sustainable Commuting Workshop” on June 10th, featuring presentations on Live Near Your Work and telework options for employees, have gone out to all employers in the Commuter Services database. **Ms. Brecher** provided the Committee with event flyers asking members to post and distribute. Speaking at the event will be **Steve Silverman**, Director of the Department of Economic Development and **Rick Nelson**, Director of Housing and Community Affairs. There will also be representatives from the Center for Housing Policy and the business community contributing to the presentations and panel discussions. Financial programs, such as *House Keys 4 Employees* and *Smart Keys 4 Employee*, will present employers with information on different housing assistance programs for employees, enabling them to buy houses near their work.

Mr. Tull asked if there will be a contact person available who could walk interested businesses through the processes of what these programs provide. **Ms. Brecher** said Commuter Services will be the contact entity and will follow up with businesses that attend the event.

Michael Price said there was a telework program at Discovery; however, it became a political problem with employees feeling the need to be present in case of emergencies. Now the telework program is focused on reducing traffic and boosting employee morale. He said telework does not have to be an all or nothing approach. Discovery's program is informal; with a supervisor's approval, employees can telework two days per month.

Ms. Brecher explained the difference between informal and formal teleworking options, saying that informal telework is generally on an as-needed basis, whereas formal telework is part of a regular work schedule and has written guidelines. The Washington Council of Governments (COG), using the region's air quality Transportation Emissions Reduction Measures (TERMs) formula, recognizes only formal telework programs, which provide telework for 20 percent of the employees. **Ms. Brecher** said that there are not currently any tax incentives for businesses to offer teleworking; however, she believes there is a program still in existence which will help defray the cost of laptops for teleworking employees. **Ms. Brecher** also discussed Maryland's

Telework Partnership for Employers, a program that provides telework technical assistance. Information about the Sustainable Commute Workshop will be on the web.

Mr. Carlson announced the Bike to Work Day event on May 21st, 2010 and welcomed volunteers at any of the area pit stops.

Ms. Brecher announced recent County Council actions. The proposed cuts to Ride On bus service under the County Executive's proposed budget, set to take effect in July, were restored until after Labor Day. After Labor Day, there will be "surgical cuts" to service to minimize the impact to Ride On's customers. The *Seniors Ride Free* program has also been restored, for the off peak hours only - 9:30 am to 3 pm. The *Kids Ride Free* program has been discontinued; children have the Youth Cruiser Pass as another option. Also, bus fares will increase.

Ms. Mazo reported that the proposed Saturday payment at parking lots was voted down; instead, parking rates will be raised during the week. Also, fees for parking tickets and other violations will be raised.

Ms. Brecher announced that the pilot program to allow parking customers to pay by cell phone has been extended.

The Committee said farewell to **Mel Tull**, who will be retiring from the Silver Spring Regional Center.

Mr. Tull announced that the Silver Spring Regional Center will be moving into the new Civic Building around July 8, 2010.

Meeting adjourned.

Next meeting date: TBD

**Silver Spring Transportation Management District Advisory Committee Attendance Sheet
May 13, 2010, 2010**

Voting Members (12)			
Name	Affiliation	Present	Absent
Chamber Members (3)			
Martin Atkinson	M&T Bank		X
Tom Collins	Atlantech Online	X	
Samantha Mazo / Co-chair	Linowes and Blocher LLP	X	
Citizens Advisory Board Members (3)			
Edward Furgol	Kemp Mill, Four Corners, East SS		X
Vacant	North & West Sector Plan Area		
Andrew Wexler / Co-chair	CBD Resident	X	
Employers less than 50 employees (3)			
Rukiyat Gilbert	Southern Management Co.	X	
Everton Latty	iDeal Decisions, Inc.	X	
Cathy Wilde	Solid Waste Assoc. of N. America		X
Employers with 50 or more employees (3)			
G. Michael Price	Discovery Communications	X	
Robin Goudy	Social & Scientific Systems	X	
Vacant			
Non-Voting Members (4)			
Sandra Brecher, DOT Transit Services	DOT Director or Designee	X	
Christine McGrew	M-NCPPC	X	
Sergeant Thomas Harmon	Montgomery County Police		X
Staff			
Nakengi Byrd	DOT, Commuter Services	X	
Jim Carlson	DOT, Commuter Services	X	
Guests			
Michael Eastwood	Home Properties, Inc.	X	
Mel Tull	SS Regional Center	X	

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